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PLACE: KIRKENES~~SECURITY INFORMATION~~COUNTRY: NORWAYPopulation: 3,604 Dec. 1950Province: FinnmarkLatitude 69° 43 mins. 43" North
Longitude 30° 02 mins. 55" East.Date of Observation: 1 April 1951General Description:

Founded as a company town of the Syd Varanger A. S., Kirkenes is still not an incorporated town. While its activities have expanded considerably, it is still essentially a mining town although it also serves as a distributing center for the Pasvik Valley. As the northeastern terminus of all express steamers from south Norway, it also has important shipping interests. Today it has added significance as the administrative center for the Norwegian-Russian Boundary Commission.

The iron ore processing plant is expected to be ready for operation early in 1952 by which time the local population should have returned to its pre-war size.

Inner fjord area between fertile and wooded Pasvik Valley and the barren rugged outer coast. While climate is modified by ocean influence and the comparatively low latitude, it is also governed by cold Winter winds from interior of Finland and USSR.

Occupations:Agricultural

Dairy farming, lumbering
and reindeer breeding.

Fishing

Small scale fishing in
Pasvik Valley and offshore.

Industrial

Iron ore mining and
processing, local
construction, some
lumbering.

Natural Vegetation:

The outlying islands near here are treeless but in sheltered areas around Kirkenes there is birch and in the Pasvik Valley extensive stands of pines and spruces. The Siberian larch reaches barely as far as the iron mines at Björnevatn.

Land Forms and Geology:

Precambrian with iron ore standing out above the granite as dykes because of its superior hardness. Terrain glaciated, rounded, rocky hills. Pasvik Valley, flood plain.

Mining:

Iron ore. Note nickel is found 40 kms due south at Salmijarvi, where it was located while searching for extension of the iron ore.

Population (racial, cultural, linguistic): Norwegian with some Finnish mixture including numerous Finnish names. At one time there were close Russian contacts. Some Lapp. Otherwise typical of mining and shipping center in variety of types, trades and professions.

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PLACE (cont'd): KIRKENESClimate and Weather

Temperatures: -3 to + 5° C Note for average temperatures see "Norwegian Pilot", page 34.
 Precipitation: Snow cover about 2 Ft. in open country.

Clouds: Eight-tenths, wind west

Other: Kirkenes itself has a sheltered location. Barents Sea fog is common from April to June. June is very cold. Climate has moderated

Electric Power: noticeable in past 30 yrs., e. g. absence of sea ice.

Source: Iron ore company plants at Jarfjordbotn. New hydro plant under construction at Gandvik to be completed 1953.
 Steam elec. plant now reconstructed for iron company.

Voltage: Transmitted at 20,000 Cycle: 50

Extent of Grid: reduced to 3,000 for mine, 230 for town
 Kirkenes and Sörvaranger.

Telephone Yes Telegraph Yes Radio Yes TV Yes
 Air ways.

TRANSPORTATION: (From: Kirkenes To: Bjørnevæn and Nyrud)

Railway: Railway used for transporting iron ore and supplies between Bjørnevæn and Kirkenes probably most northernly railway in the world.

Station: Kirkenes Iron Ore Plant

Ballast: Rock

Power : Electric overhead wires

Gauge : Standard

Bridges: Important bridge across road to Bjørnevæn

Highways:

Route No's : #50 (terminus of). #955 Rt. to Jakobselv

Surface Type: Gravel Gravel Wartime gravel

Width : two-car Two-car One to two car.

Seasonal Use: Closed by snow east of Bandvik. #955 all year, plowed double width to Skogly.
 Was plowed during war years.

Underpass : Bridge across Langfjord. Rt. to Jakobselv closed by snow but snowmobile used.

A new underpass just outside Kirkenes where road runs under spur of electric railway. This bridge is 18 ft. high, 35 yds. wide carrying three railroad tracks on steel girders three feet deep and concrete.

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Location:

Tonnage :

Capacity:

Schedules:

Steamers:

Routing: Express steamers to South Norway daily. Local vessels in Varangerfjord, ocean going supply ships from many places. Iron Tonnages: ore vessels to begin 1953.

Capacity: Vessels up to 10,000 tons have been docked.

Schedules: For express and local steamers see Rutebok

Bus Routes:

Summer: Local to Tana, Vadsø and Pasvik Valley. Long distance buses to South Norway.

Winter: On Rt. #955 to Nyrud daily. On Rt. 50 to Bukøfjord daily. Snowmobile to Jakobselv.

Other Transportation:

Airfield (military) at Høybuktmoen, west of town. Regular flying boat service to South Norway in Summer. Plans for North Norway wheeled plane route being made.

MAPS

<u>Title</u>	<u>Scale</u>	<u>Date</u>	<u>Publisher</u>
Hydrographic Chart #116	1:50,000	1950	Norway
German Army topographic maps	1:100,000 1:300,000	up to 1944	
Nor. Topographic maps	1:100,000	pre-war	

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Note: Much mining and processing equipment secured in the US.

PERSONAL DATA:Date of travel to this place: April 1, 1951 Arrived: 1730 pmStarting Point: Vadsø Departed: Kirkenes
Apr. 4, 1950

Distance traveled (in kms): _____

Vehicles Used: SS Finnmarken, Vesteralens SS Co.Also automobiles of Kirkenes police chief.Where stayed: Hotel Comments: FairCONTACTS:

25X1X6

NameAddressPositionT.ph.Comment~~CONFIDENTIAL~~~~SECURITY INFORMATION~~

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Photographs:Purchased locally: Post cardsTaken: Black and white and color of town and mine under bad conditions.Sketches Made:

<u>Location</u>	<u>Description</u>
Sketch Plan of town and wharves	

SUPPLEMENTARY DATA

Industries:

<u>Type</u>	<u>No. of Workers</u>	<u>Products</u>	<u>Power</u>
Iron ore	800 when fully operating	Iron ore pellets 67% Fe.	Gandvik Hydroelectric 8,000 KW

Note: When shipment of ore begins early in 1952, ore will be exported as powder, pellets to be made later when process is perfected.

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SEAPORTS:

General Comments:

Kirkenes was completely destroyed during the second World War and the seaport has not yet been completely reconstructed. It consists of two or three distinct parts. Wharves of the iron ore company are some distance inside Langfjord, the Cargo Handling: main steamship wharf is at the end of the main street of the town, while additional minor wharves for lumber, etc. are still further toward the sea.

Wharves:

<u>Name:</u>	<u>Location</u>	<u>Depth</u>
Main Steamship	In town (Wood)	175 yds. 20 ft. depth
Sør Varanger Co.	Langfjord near plant	100 yds. concrete depth - 25 ft.

Lighters:

Not needed

Warehouses: Two totally 1,000 sq. meters on steamship wharf.

Cranes: Three large

<u>Location</u>	<u>Tonnage</u>	<u>Comments</u>
Iron Ore Wharf	75 tons	Ore is loaded to vessels automatically not by cranes

Repair Facilities

Machine Shops: Very large can handle all repairs.

Foundries: Yes large

Dry docks: 120 ft. slip for boats and small repair yard

Salvage gear: Yes

Supplies Available

Water	Yes	Coal	Yes
Provisions	Yes	Oil-Fuel	Yes
Engineering	Yes	Diesel Fuel	Yes
Deck	Yes		

Harbor Information Ore quays are linked with electric railroad system. Harbor to ore docks believed suitable for 10,000 ton vessels although these are rare. Some fresh water ice about 4" thick in Langfjord and small pans around wharves. Small vessel available break thin ice if necessary. Tide more than five feet. Pilot used to enter harbor.

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